

TOIKE OIKE



P81-0424 (28)

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SKULE NITE

Skule Nite 5T7 will be an even better show than last year's sell-out smash, predicts Jim Vasoff, last year's producer. And who should know better? Jim's opinion seems to be well justified, however, even considering the plaudits which last year's show earned. To quote the Varsity revue of a year ago, "To describe Skule Nite 5T6 as a superb show would be an exaggeration, but only a slight one." This year the only change they'll have to make will be to chop out the part about exaggerating. And the odds are that they will. Let's compare last year's show with this year's.

The scriptwriting on both shows started the day after the final exams (struth!), but last year's show wasn't fully completed until shortly before opening night. This year the script is virtually finished, except for adding any topical points that might arise. In addition the whole script has been hashed over, smoothed out and beefed up where needed by

the senior production staff so that the show will have a continuity never attained before. Last year's producer was Jim Vasoff, who had four years' experience with the show. This year Don Elliott, popular member of the quartet takes over the reins. And Bill McReynolds, an old veteran who played Caesar to "wild perfection" in Skule Nite 5T6 replaces Bob Hill as director.

So the show has not lost anything in the way of experience. Moreover, there's even more WOMEN in this year's effort, all dolls of the highest calibre.

Last year the Skulemen Orchestra made its initial appearance.

This year, the Skule House Orchestra are bowing in to carry on Skule's great musical tradition.

Tickets will soon be on sale on a preferential basis so watch for the schedule. Last year's show played an extra performance for those lost in the rush, so line up a honey right now for the greatest campus show of them all!

SKULE NITE 5T7

A graduate of the class of nineteen thirty would not recognize Skule Nite 5T7. School Night, as he knew it, was a dance held off-campus, with entertainment, during intermission, in the form of skits put on by the various courses. Since then, the emphasis has been placed more and more on the theatrical aspects of the show, and less on a student dance, although a dance was held after the performance as late as the early fifties.

This year's skits are a far cry from those early productions, which were probably arranged between lectures on the day of the dance. The script was written during the summer and then subject to countless revisions and improvements. Literally hundreds of man-hours are being spent on the design and construction of sets. Make-up application, wardrobe management, and set moving are now full time jobs during the performance. Skule Nite participants

are only having fun part of the time. Quite frequently they are working, and working hard.

To enumerate all of the acts in this year's show would take so long that the writer would be behind in his lab reports, so here are just a few. There's the four dollar question, the TV give-away show for sponsors who haven't very much to give away. There's the sewer scene — have you ever thought of the view from below the grating at Bloor and Yonge? There's Elvis Presley, in person, the survey camp for girls, the Skule House Four, the girls' kick-line, the parody on radio commercials, and much, much, much more, all leading up to the grand finale, with its Mexican setting. The music is provided by an orchestra of Engineers, and by a twenty-voice chorus, an innovation in this year's show.

So there you are, Skule Nite is now a big production and a good one. You'll be sorry if you miss it.

SKULE
NITE

November 21, 22, 23, 24

United Appeal
Smashing Success
Thanks To SPS

DOWN WITH VIC — home of penny-pinchers, tightwads and tight fistled little trouble makers.

YEA SKULE!!! — home of benevolent, charitable philanthropists, champions of the poor and needy, defenders of the down trodden.

After the customary snorts, flourishes and challenges, the Vic campaign was a flop. They managed to collect only a meagre \$497, a paltry 42 cents a head (those without heads are included).

On the other hand, the manly Skulemen dug deeply into their near-empty purses.

Contributions (including raffie) amount to \$1915 from 2068 Engineers or about 92 cents per student.

The table below indicates which classes were most active. The figures indicate average donation in cents.

Year	I	II	III	IV
Course 1	79	110	100	57
2	102	—	125	100
3	84	72	72	76
4	151	142	122	157
5	77	93	90	116
6	88	103	82	81
7	90	93	100	123
8	—	—	—	196
9	112	70	75	95
10	—	—	140	120

The class reps deserve a great deal of credit for the big job they have done.

For the classes who have topped their objectives — thanks and congratulations; for the others — cheer up, you'll have a chance to show your stuff in the blood campaign next February.



"Does This Guy McReynolds Like His Work?"

Matinee Performance Unlikely
Buy Your Tickets Now

On the basis of last year's ticket demand, all those considering the purchase of Skule Nite tickets are advised to do so as soon as possible.

Ticket demands for Skule Nite 56 were so great that a special matinee performance was given on Saturday afternoon to enable those who would otherwise be disappointed to see the show. However, such additional performance is not anticipated this year. The Director and cast of Skule Nite feel that the additional show is too much extra work just to satisfy those who were not sufficiently

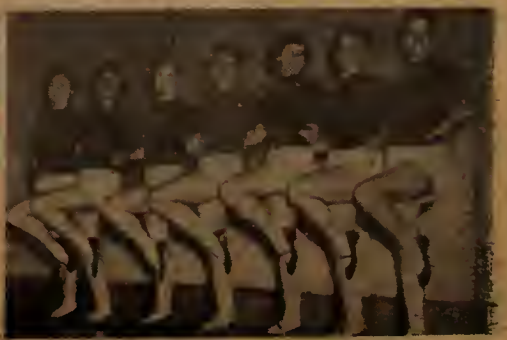
interested to purchase their tickets early.

Tickets go on sale this week, according to the following schedule:

Fourth Year — Tue., Nov. 6
Third Year — Wed., Nov. 7
Second Year — Thur., Nov. 8
First Year — Fri., Nov. 9

Tickets for the Wednesday and Thursday performances will cost \$1.25 each. The cost of tickets for Friday and Saturday will be \$1.50.

The sale is limited to four tickets per A.T.L. Card, which purchasers must present.



"THESE ARE THE HIGH STEPPING GIRLS YOU WILL SEE IN SKULE NITE 5T7"

TOIKE OIKE

Devoted to the interests of the undergraduates of the Faculty of Applied Science

Published every now and then by the Engineering Society of the University of Toronto

Opinions expressed are not necessarily those of the Engineering Society or its officers.

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Writers Dagne Vidinsh, Ralph Jones, and others whose names have slipped through the editor's sieve-like head.

The Black Thursday Bursary

In the fall of '54, the Engineering Society was naughty and the caput spanked them by relieving them of the burden of some \$4,000.00. This sum of money was put aside to be used as a Loan Fund for Engineering students who were temporarily embarrassed. To date the money is still unused and informed sources say that the Board of Governor's Loan Fund Committee has not yet (it's only been two years) set up the machinery to start using the money.

Some people think we have too many students here now and that the money could be better used as a start to a building fund to replace the Engineering Building. With a strong campaign aimed at industry (who, by the way, have a large obligation to the Faculty as the supply of all of their engineers) the \$4,000.00 could mushroom into \$500,000.00 or even \$1,000,000.00 in a very short time. A ten storey tower, 50' x 100', with ample classroom, laboratory, and office space as well as an Engineering Stores and student tuck shop could easily be built in a summer and is not beyond the realm of possibility.

We know there is a University Building programme but it will be years before they do anything for us and nobody wants another Cuckoo Clock House (U.C. Residence) on the campus.

Whether the \$4,000.00 is used in this way or not is not important but an ambitious Faculty with the courage of their convictions and the support of industry could make S.P.S. the envy of Engineering Institutes the world over. All we need is a little progressive, non typical-Canadian type thinking. Let's try anyway.

November 11th

The Hart House Remembrance Day service this year will be conducted by Rabbi Abraham Feinberg of Holy Blossom Temple, on Sunday, November 11th, at 11 a.m. in the Great Hall. The service is sponsored by the University of Toronto Alumni Association and arranged by the Hart House Chaplain, Rev. J. S. Cunningham.

The Chaplain has designed the programme "to commemorate with thanksgiving, the sacrifice made by members of the University in two world wars, and to rededicate ourselves to the cause of peace."

All members of the University, their families and friends are cordially invited.

Engineering and Business Club News

Tomorrow is the big day of the year for fourth year, they embark at 6 a.m. for Cornwall, Montreal and Kingston to have a look at the Seaway Development, Northern Electric Co., Dominion Engineering Ltd. and the Toronto-Queen's football game. The four-day trip is sponsored jointly by Dominion Engineering Ltd. and the Northern Electric Co.

After a successful movie meeting where the Imperial Oil Co. film "Powered Flight" was shown, it was felt that the enthusiasm shown justified more of the same.

The next item of importance is the social event of the year, The Eng-Bus Dance at the Embassy Club - Bloor just west of Bay. To be held Thursday evening, November 15th. The former Miss Canada, Marilyn Reddick, will be

Lacrosse

The Daffoe Cup is headed back to Skulehouse this year, where it rightly belongs. This year's version of the Skule Firsts is a powerful squad that is quite capable of bringing it back. Off to a slow start earlier, the team has now found itself and is functioning as a unit. Although not lacking individual stand-outs, the squad is well balanced with lots of depth. Back from last year are Bob Stager, Dud Hearney, John Chabrian, Larry Ruise, Frank Wawrychuk, and Pat Falby.

Rounding out the squad are Dave Thompson and Pete Palecrone, products of the Skule farm-club system, and newcomer Mike Clark. Between the pipes, Bob Stager is improving with every game, now using his ear to stop shots that can't be handled in the orthodox manner.

Let's have lots of moral and vocal support for all of the Skule teams up at the Hart House sweat-box and we'll do our best to bring back the Daffoe.

the featured singer. The price - just \$1.00 per couple. So let's see everyone get behind this affair and all have a ball.

Scheduled for the first week in December is the Eng-Bus dinner with a two dollar dinner for only one. A well-known speaker (such as Bill Swiacki) is being sought.

Congratulations to the Eng-Bus types recently elected to office in the Engineering Society to swell the total to eight of a possible fourteen available offices in the Society held by members of Engineering & Business.

Pete McDermick



Torontonian Pete McDermick, of Second Eng. Phys. is the man responsible for the lovelies and other supplies being in the stores for us this year. Pete started right after exams last April, and worked on into May, ordering supplies, and screening hundreds of applicants for the job of "Joe-girl" around the stores. His answer to the problem was Jo Ann Gent - enough said!

Pete disclaims full credit for the splendid "shape" of the stores this year and would like to credit Helen for helping him. If you have found a shortage of anything this fall it is because of an unprecedented first year enrollment. After finishing this "intensive intellectual struggle", Pete shuffled off to Pasadena, Calif., for a more lucrative form of summer employment. He didn't quite make his year but he can still be found quoting prices and helping others in the stores.

Pete has done a splendid job in setting up the stores for our new 2nd Vice, and we would like to take this opportunity to give recognition, and a big thanks, to him for a splendid job done.

Mechanical Club Dinner and Dance

The Mechanical Club is once again operating the machinery that will give Course 3 the utmost in enjoyment.

The annual Mechanical Club Dinner at Hart House is scheduled for Nov. 20. The tickets are on sale now and are obtainable from your class representative. A word from the wise - the tickets will go fast this year so get yours early. The club is presenting Mr. D. L. McGillivray of Imperial Oil Co. Ltd. as the guest speaker who will speak on a non-technical subject: The Mechanical Club Dance is also well under way. It is being held at the Boulevard Club on Dec. 1. The B.V. Club is handling all refreshments and you are asked not to bring your own.

Mechanical Engineering Field Trips

There have been considerable restrictions put on all engineering field trips. It has even been rumoured that these restrictions will be intensified if engineering enrollment increases as predicted.

Bill McLeod, third year representative, has a trip planned to McKinnon Industries at St. Catharines. As yet there has been no date set.

Second year have gone to great pains to fit their field trip in with their lecture schedule so that no school time will be lost. Their present intentions indicate trips to Stelco and Dofasco. In Hamilton. Tentative dates have been set for November 12 or November 19th.

November 7th sees the Mechanical fourth year taking a trip with the fourth year Engineering and Business. For details see Eng Bus Club News.

General Meeting

The First General Meeting will be held in the Mechanical Building at 1:00 p.m., Wednesday, November 7, 1956. Percy Saltzman is the guest speaker and everybody is urged to turn out.

HML ENTERPRISES

One cold evening in January, 1954, three young men with a common interest in sport cars decided that due to the high cost of such cars, the only way to have what they wanted was to design and build their own body in glass fibre. Thus was born HML Enterprises as a partnership. The name was from a combination of Peter Harris, Herb McGregor and Connie Lister. It was a fortunate combination in more than one way, for it brought together the engineering ideas of Harris and Lister, both chemical engineering students, and the artistic ability of McGregor, an O.C.A. graduate and successful commercial designer.

For the next four months at bi-monthly meetings, various designs were considered in great detail, until finally a compromise was made between what all three wanted and what was practical to be released from a mold. Since the male or positive mold was to be of plaster, a number of simple one way curves were incorporated into the design. This design took shape in the form of a 1/8 scale clay model which was complete in every detail. Then half and full scale plans along with isometric projections were drawn.

Finally, in late April of 1954, work was begun in a two car garage at Connie Lister's home in North Toronto to construct the male mold. Constructed on a level rectangular wooden frame of 4x4's fastened with 12" spikes, cross members were put in every 6" from the front of the car to the back so that the car resembled boat ribs with no covering over them. The large one way curves were covered with a special tempered masonite, while the complex curves were strung with bell wire and then plastered on a burlap base, resting on the bell wires. Thus through the evenings of spring and summer of 1954 the three laboured, along with numerous neighborhood children and friends, in the seemingly never ending tasks of laying plaster, scraping, sanding by hand and machine, fitting templates for symmetry and cutting masonite and wood forms to mention only a few.

Interest in the project spread until it was not unusual to have over 100 spectators dropping in on a Saturday or Sunday. Many other complications were encountered in the fall, not the least of which was that when the temperature fell below the dew point of the plaster, a thin layer of water formed all over the car. This meant the mold could not be touched for fear of crumbling, until all the water was gone. Also, the plaster dust which was always in the air found its way into every conceivable nook and cranny of the adjoining house, much to the discomfort of the occupants. In the latter stages the plaster mold was sprayed black to show up imperfections better and sanding was carried out with 3' long sanding boards to eliminate high spots. The only mechanical aids possible at this point were agitator or vibrator sanders, due to the high finish necessary.

Finally, in late September 1954, after some 2,000 man-hours work on the male mold the operation was ready for the fabrication of the 4 piece sectional female or negative mold. With the aid of the Fibreglas Co. of Canada Ltd. the female mold was built over the male, after waxing the latter and spraying on a coat of parting agent. This mold consisted of a three layer lamination of glass fibre mat, each layer being thoroughly saturated with polyester resin. After a day to allow curing at the fall temperatures, positioning holes were drilled along raised edges of the female mold to permit future reassembling, and the male was broken away from the male beneath. The tension at this stage was very high, because if the resin had not cured properly the male would be destroyed on separation, with nothing to show of the laborious and arduous work. The gel proved to have been good and although most of

the plaster male was destroyed in removing the female, the latter carried with it a good smooth surface.

Before any bodies were actually constructed, various test lamination samples were prepared and tested in the material testing laboratory at the U. of T. These results were closely compared with data available on the glass fibre bodied Chevrolet Corvette. For the technically minded, the car bodies are again a three layer glass fibre lamination but differ from the female mold in that the middle layer is woven glass cloth, which has double the strength of pressed glass mat. This combination is approximately 1/10" thick and gives a stress reading in tension of 16,000 psi at rupture. Maximum allowable bearing stress is 43,000 psi with a modulus of elasticity of 1.5x10⁶ psi. The maximum operating temperature with negligible strength lost, for the polyester-glass fibre laminate is 480°F, while the per cent weight gain after 24 hour immersion in 20°C water is 0.3%. Minimum surface hardness is 40 on the Barcol scale or 100 on the Rockwell M scale. While some of these results are less than automobile steel values, they are not critical in auto construction and are more than compensated for by the high flexing ability of the glass fibre, with no denting. The values of the moduli of elasticity for glass-fibre and the resin must be matched closely or surface cracks will result, due to excessive flexing of one of the two components.

Once the material was proven structurally sound, plans went ahead to mold the first actual body. This was done in the late fall of 1954 at a kindly donated service station in North Toronto. The operation consisted of bolting the four female pieces together and placing the whole mold in a wooden supporting jig. The inside mold surface was then waxed and a thin layer of parting agent sprayed on. Two resin gel coats (with thickener added) were then applied by brush. Once the second coat was dry the glass mat layer was applied and saturated with resin, followed by successive glass cloth and then mat layers. Air was expelled from between layers by rolling each one with a rubber hand roller. Final curing time required about two hours at 73°F, after which the female bolts were removed and the mold was cracked off. This first body took 15 hours to fabricate, but experience and better technique has brought the figure down to approximately 10 hours.

Some of the subsequent bodies have been sold to customers at \$295.00 per body shell on a "do it yourself" installation. The one piece body allows hood, trunk, door and wheel-well cuts to be made according to individual taste on chassis of wheelbase from 90"-98".

The red HML which is to be found on and about the campus this year was prepared by Peter Harris as an advertising car. The body is mounted on a 1952 MG-TD frame using stock wishbone front axle and independent front wheel springing. Due to a body weight of only 104 lbs. coupled with lowered wind resistance, the rear end ratio has been profitably raised from 5.125:1 stock to 4.5:1. This change results in a saving of approximately 800 rpm at 50 mph. The engine was completely rebuilt when the old body was removed and now contains a few extras. New heavier valve springs were installed to raise the maximum permissible rpm's to 6200 from 5700 and all key components were statically and dynamically balanced before assembling. All connecting rod bearings are of indium-lead-bronze alloy rather than the usual white metal, to harden the heavier load supplied to them from a 6 1/2 lb. boost positive displacement supercharger.

This supercharger is in turn fed by means of a ram-type air feed tube for cold air. The BHP has increased from 54 to 72 and coupled with the higher axle ratio and

(Continued on Page 4)

TOIKE OIKE SKULE NITE TICKET SALES

Admission - Wednesday and Thursday \$1.25 each; Friday and Saturday \$1.50 each.

Safe Schedule - Note: 4 Tickets per A.T.L. Card (Have cards with you)

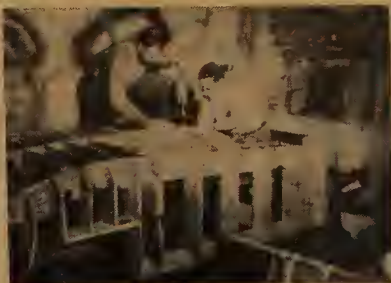
Fourth Year - Tues., Nov. 6th
Third Year - Wed., Nov. 7th
Second Year - Thurs., Nov. 8th
First Year - Fri., Nov. 9th

On Sale - 8:45 - 9:10 a.m. and 12:00 noon - 2:00 p.m.

(Enquire at Store in between)



1



2



3

1—Clay model.

2—First stages of the male mold.

3—Mold ready for covering.

4—Finished male mold.

5—Applying glass fibre to make female mold.

6—Cracking off finished female mold.



12

7—MG. TD. chassis ready for body.

8—White HML on Austin A 40 chassis.

9—A very lovely example of the help these fellows had.

10—Rear of the HML-Austin.

11—The HML-MG. TD.

12—Pete Harris and the finished product.



4



5



6



7



8



9



10



11



"Some of our SPS Cheerleaders"

SPS CHEERLEADERS

Valerie Nan Bustard

Here's a girl who hails from Guelph of down-to-earth type fame. However, Valerie says she is not one of them. After finishing Guelph High School, she came into P.O.T. in order to be able to give the men of Skule the therapy they need.

At the P.O.T. freshe dance, Valerie was chosen Miss P.O.T. and presented with an appropriate throne by some engineers. As she assumed her august position, somebody yelled "Don't just sit there, do something!"

Valerie became a Skule cheerleader "for fun" and there's been plenty of funny business going on ever since. Her great ambition is to travel. She likes European men; their only drawback is their custom of kissing ladies' hands. Valerie likes sports and her favorite expression is, "Hey, wait a minute." She has no nickname she'd repeat. Phone: WA. 3-7072.

Sandra Gail Hudson

Sandra came into P.O.T. because her boy friend wanted a pot of his own, and she wanted a chance to have close contact with the public.

Born in Toronto, Sandra went to Weston High School. There she developed an enquiring mind; she is always asking "Do you get a charge out of electro-therapy?"

Sandra became a Skule cheerleader to lose weight, and it has worked wonders; now she completely disappears from sight when she walks past a telephone pole. She has a keen interest in track; it is said that a certain track star trained for the Olympic Games by running with Sandra around the track (it is uncertain which one was ahead and which one was chasing). Sandra's hobbies are singing, men, and sports. Her ambition is to marry an engineer. Theme song: "After the lights go down low." Phone: WA. 3-0109.

Patricia Ann Ferguson

Pat is a P.O.T. who has a partiality for engineers; she became a cheerleader in order to meet more men of Skule. She was born and raised in Burlington, and went into P.O.T. because she had a boy friend who wanted a back-rub. Incidentally he is no longer around, so if anybody else wants his back rubbed...

As may be expected, Pat's ambition is to marry an engineer and raise ten little engineers. She's always heard to say "Is that an engineer?"

Pat likes all kinds of sports: swimming, badminton, tennis, golf. She spends her spare time listening to jazz, playing the piano, singing and writing letters to Queens. She has recently taken up knitting; when interviewed she was hard at work. Asked what she was knitting, she replied, "Oh, just something to cheer up the boys." "But the war has not started yet." "This," replied Pat with emphasis, "is a bathing suit." Phone: WA. 1-5347.

Sue Hallamore

Sue's the first year P.O.T. who is never troubled by improper thoughts. She rather enjoys them. Born in Toronto, she moved to Burlington, where she went to Public and High Schools. She went into P.O.T. because she "likes what comes afterwards." Always eager for new experience, she became a cheerleader because she had never cheered before.

One of these new experiences is living in a frat house (girls' frat, that is) which she has discovered, can't be described as an institution of yearning. The head of a frat, she says, is called a neckerchief. Asked about the food, she said it was all right as long as she took three table-spoonsful of Drano each day.

"Granny's" great ambition is to have six kids and TV. She likes all kinds of sports, jazz and knitting. It seems there's a certain interest at Queens', several here, and more invited. Phone: WA. 2,0435.

CattyBrestline Meets: Bill McReynolds

If a survey were conducted to discover the most over active pituitary gland on the campus, it would probably be found in Bill McReynolds — director of Skule Nite 5T7. Bill has the almost impossible job of keeping his mind on the direction of the annual engineer's show while surrounded by the greatest quantity of female pulchritude Skule Nite ever had. "I'll admit, having all this around does make it difficult," he said, during a brief pause in the rehearsal which we attended, "but I feel that the result will be worth it. This show not only has a lot of girls, but the quality—Wow. Why, I bet we average at least two inches over any other show on the campus." "Yes, sir," he said warmly, "we're really keeping abreast of things."

Apparently the increase of girls was not originally planned, but the format of the show was revised when such a large number turned out for rehearsal.

"What could we do?" Bill said. "The sight of all those babes yearning to be before the eyes of engineers was more than we could bear, so we added a complete act for girls only. Even so, we had to turn a great many away."

"Is this all-girl act getting into shape?" we asked, as Bill tried to force an obstinate zipper over the well-moulded hip which had been proffered him. "Look for yourself," he said. "There wasn't a thing wrong with the shape of this act when we started."

While the girls "took five" we enquired around as to why they had joined the Skule Nite cast.

"Don't be silly," said one. "Are you kidding?" said another.

Beverly Kidd of Vic said that she had joined after hearing how good last year's show had been. Ellie Phipps, also of Vic, said that she "just wanted to." Betty Westlake of P.O.T. had joined because she considered it the best show on the campus. Marilyn Irwin of Nursing felt it would provide her with some good acting experience, while Helen Robinson, another P.O.T. girl, had so much fun in past Skule Nites that she didn't see why her graduation last spring should be any reason for not participating this year.

By this time Bill had wrestled with the zipper as long as he dared, so he zipped it up, and, turning back to us, continued, "This all-girl skit is not the only part of the show. Girls are also in the kickline of course; it's a traditional part of Skule Nite, but there's a lot of Skule men too. They take part in skits located above and below ground, and from North Muskoka to Mexico."

We had begun to agree with the other girls by now, so we asked: "Look Bill, do you suppose there's some little part in the show not yet filled? Our dimensions aren't exactly the same as Marilyn's—but they add up the same."

School Of Nursing

School of Nursing,
50 St. George St.,
October 29, 1956.

President,
Engineering Society,
University of Toronto,
Toronto.

Dear Engineers:

"For a week we have sat here, and thought and thought—To send a prompt 'thank you' we know we ought; How often our mothers have sternly taught, 'Send a late Thank you?' Done, it's just not!

But how could we think of the words to say
'Thank you a lot' for the care and pains
You fellows took so we had our way,
And entered our S. of N. float that day!

("Oh, frabious day, collo callay, we chortled in our joy,
For we had had a thousand men to help us build our toy!")

You had hammered and nailed and cut and sawed,
And we are sure you thought to yourselves "Oh Lord,
They call that a float? It's certainly odd . . .
While we ran around, to give you the nod."

But in spite of our efforts to get you mixed up,
You emerged with the frame for our float right side up,
While the nurses were still wondering what was up,
And for that, you deserve a loving cup,

('A loving cup' did you say? Yes, with three cheers,
and a Hiphurray
We'll fill it with beer — hey there, what do you say?)

BUT . . . back to the letter at hand:

The morning of Saturday dawned at last,
But the sun found most of us tucked in bed fast,
While you dear Engineers, bleary, downcast,
Were down in the Walbers, manning the mast.

But a few hours later and they did behold
A wonderful sight — should the tale be told?
Our nurses in full regalia so bold,
And seven new cheerleaders in Blue and Gold!

For few of us realized, but since it is true,
We both owe allegiance to the Gold and Blue,
Engineer-Nursing a new faculty too
We'll vote amalgamation; how about you!

The parade was such fun and our float a success
Well, naturally it was, with the help of the BEST!
For the Engineers to us will always be true,
And that is why we wrote this poem to you.

In bringing our thank you note to a close,
We wish to send our affection to those
Wonderful fellows we think are so true,
The fellows who share with us the Gold and Blue—

And as our moms taught us and so we all know,
You always say "Thank you" again at the close,
So thank you to all of you SPS men

CHEERS! THE SKULEMEN HAVE DONE IT AGAIN!

All our best,
U of T S. of N.,
JUDITH MACKINNON,

Secretary-Treasurer,
Undergraduate Association,
School of Nursing.

Letter To The Editor

In the week November 12th-18th the Rev. J. R. H. Stott comes to the university campus to spearhead a mission being sponsored by the U.C.F. Meetings will be held in Convocation Hall at 5 p.m. each day in the mission week. His approach to Christianity is one that has appealed to thousands of students in the British Isles, especially at Cambridge, of which he is a graduate.

I had the pleasure of going to his church on Regent Street in London, England, two summers ago, and was greatly impressed

with the sincerity and impact with which he delivers his message. I hope that every engineer will find the opportunity to go and hear Rev. Stott while he is in Toronto.

Dr. G. Van Wylen, associate professor of Mechanical Engineering at the University of Michigan, is acting as an associate missionary and will be holding discussion groups at different parts of the campus. His talks should appeal to the engineer and I am sure many engineers will find him most helpful.

(Signed) JOHN RUMBLE,
Eng. Soc. Pres.

HML ENTERPRISES

(Continued from Page 2)

an overall weight of 1,600 lbs. the car will travel in excess of 100 mph with a 0-60 mph figure of approximately 13 seconds.

One interesting complication to date has been the difficulty of installing a radio since there is no metal body to shield the radio from ignition interference.

To date these bodies have been installed on Austin A40, Sunbeam Talbot, MG and most recently a special tubular chassis from England with Austin running gear and using the HML glass fibre bucket seats.

Points on the Red HML

Car has a 6-coat hand rubbed lacquer finish rather than pigment in the resin, since the pigment available at the moment does not give a high gloss uniform appearance by itself.

This car has a more elastic type resin used in it, but a poor release resulted. For that reason it was decided to use this experimental body within the organization,

rather than selling it.

Stock rack and pinion steering is used with a lowered steering column and adjustable steering wheel. The red car along with a blue one were taken to Watkins Glen last September and aroused a great deal of interest, including many purchase offers and an offer by a free lance writer to do an article for an English motor magazine.

Present plans are to drive the rust-proof car for at least 2 years and possibly indulge in competition once the engineering course is over. Car is also undercoated, has direction signals and heater. Radiator was moved forward 5" and lowered 9" to fit under the body. This necessitated making up a complete new water outlet route from the lead to the radiator. A compression check now gives 175 psi per cylinder as opposed to the normal 120 lbs. per sq. inch. Compression ratio was left stock at 7.25:1 but has been boosted greatly by the supercharger.



Auctioned off for the Hart House Masquerade, Miss Daphne Bell cost Mr. Simms, seen paying up to auctioneer Jim Vaseoff, \$18.50. An obstreperous female in the audience was sold for \$5.00.